

Army and Navy Chronicle, AND SCIENTIFIC REPOSITORY.

Wm. Q. Force, Editor and Proprietor.—\$5 per annum.—Office corner of 10th & D streets.

Vol. I.]

WASHINGTON, THURSDAY, JUNE 29, 1843.*

[No. 25.]

MEDICAL.

From the Maryland Medical and Surgical Journal.
NOTES ON THE YELLOW FEVER.

BY S. C. LAURASON, M. D., U. S. NAVY.

In September, 1842, while lying in the bay of Pensacola, the yellow fever suddenly made its appearance on board the sloop-of-war *Levant*, of which I was the surgeon. The invasion of the disease was equally sudden and unexpected. On one day we were comparatively well, and in the evening had several cases of fever, which continued to develop itself among the crew and officers, until, in the progress of the epidemic, out of a complement of about one hundred and sixty souls, not more than fifteen escaped an attack in some form or other. The number of deaths amounted to ten. To be convenient to the hospital we proceeded to the navy-yard. It being the opinion of the medical officers of the station, gentlemen of some experience in the disease, that the cause was in a great measure a local one, it was thought advisable to abandon the ship and remove the crew on shore. A large, open, and commodious timber-shed was accordingly converted into very suitable quarters. This step, however, afforded no check to the progress of the infection. Every night was marked by the occurrence of new cases, which were, as soon as practicable, conveyed to the hospital. For a few days the fever seemed to be confined exclusively to our ship's company; but soon, however, some fatal cases occurred in the town of Pensacola, and on board the French vessels lying in the bay. This was evidence of the fact, that the rapid development of the disease among our crew was not altogether local, although, from the peculiar habits of men-of-war-men, they were more susceptible to the influence of the exciting cause, which, no doubt, existed in the atmosphere, and the character of which is altogether conjectural. There is a prevalent belief in the inhabitants of Pensacola, that whenever, by reason of abundant rains in the summer, the ponds in the vicinity are kept full, yellow fever never makes its appearance in the ensuing fall. However true this may have been in other seasons, it was not so in this, as there had been considerable rain, and the ponds were well filled, and the people confident of a healthy year. Another prevalent belief is, that whenever the winds in the early fall blow steadily for some days from the north, fever is the inevitable consequence. This is no doubt true, and accounts very well for the occasional miasmatic diseases which prevail, and which are caused by the north wind sweeping over a considerable extent of paludal surface, and we accordingly found that, du-

ring the existence of the epidemic, these northerly winds were always attended by an increase in the number and violence of the cases. But this cannot account for the epidemic itself, for at other times the prevalence of this wind gave rise to miasmatic fevers of a different kind. The exciting causes of the epidemic yellow fever are only conjecturally known, some believing them to be general and atmospheric, others to have a local origin. From my observation of the origin, progress, and termination of this epidemic, I was led to believe that the poison of yellow fever (if, indeed, there was any specific poison, and of its existence I conceive the distinctive character of the fever to be a strong argument) existed in the atmosphere, and that subjection to any debilitating causes, such as exposure to the heat of the sun, the chilly temperature of the night air, the committing of any excess, any source of grief or mental anxiety, lowered the resisting tone of the system, and thus predisposed it to yield to the effects of the poison. So certain a predisposing cause is exposure to the sun, that one would be almost disposed to locate the specific poison in the rays of that luminary itself. The carpenter of the *Levant* informed me, when first taken, that, in doing a job of work in the open sun, he felt the fever working within him.

In speaking of this disease, my remarks are confined exclusively to what I saw as surgeon of the *Levant*, during the rage of the epidemic among the crew and officers. With the exception of a few cases, which came under my personal attention throughout the attack, all were treated at the navy hospital. Of course these observations will be somewhat desultory, and consist of what struck me as peculiar to the disease.

I had never before seen a case of this fever, and was disposed to regard it as a higher grade of malarious disease, differing only in form and intensity from the general character of bilious continued and remittent fevers; and I was accordingly deeply impressed with the well-defined destructive character of the yellow fever.

The excessive pain in the small of the back, and the aching distress in the lower limbs, were strong pathognomic symptoms. The mildness or violence of these symptoms generally corresponded with the nature of the attack. The onset of the disease appeared to me to be seated in the stomach. The worst cases might, in some truth, be said to be violent gastro-enterites, terminating in the fatal and peculiar disorganization of yellow fever. The tongue, the index of the state of the stomach, presented an almost unerring prognostic of the form of the attack. If there was no irritability of stomach, or little or no redness of tongue in the onset of the fever, although

the other feverish symptoms were considerable, the prognosis was favorable. A blister over the epigastrium seemed to act as a powerful resistant to the peculiar disorganizing tendency. I am confident this state of things was arrested by a large blister to the stomach of an officer, which presented all the appearances of a rapid approach to that condition, of which the black vomit is the fatal symptom. Ice is a most useful agent, as soothing to the nervous excitation as grateful to the heated stomach.

The sudden development of this affection was sometimes remarkable, the individual being at once seized with a chilly sensation, or nausea of stomach, while a moment previous he felt perfectly well. An officer was seized at the dinner table, while in the midst of the meal, with a sudden nausea, which was quickly followed with the general symptoms in the mildest form, requiring no treatment beyond the administration of a simple calomel purge, and an attention to regimen. In this case, it passed away like a simple paroxysm of a mild intermittent. Others were attacked in the afternoon, after having enjoyed perfectly their appetites for dinner; others again would retire to their beds perfectly well, and awake in the night with all the symptoms of the disease. In the commencement of this disease one decided bleeding, with a full calomel purgative, would almost be sufficient to break it up; whereas, if neglected for twenty-four or thirty-six hours, it was apt to assume the worst form. This is one cause of the great mortality of this fever, most persons deferring the use of remedial means for a day or two.

I would take this occasion to remark, that, some years ago, I had an opportunity of seeing much of the marsh remittent fever, which has proved so destructive to our army in Florida. It affected the crew of a steamboat, of which I was the medical officer; and it was a much more serious and protracted form of fever, in the long run, than the present epidemic—and as distinct and dissimilar as small pox from measles.

The prognosis of yellow fever is simple, depending on the mildness or severity of the pathognomic symptoms. The most violent case was a mulatto man, who was suddenly struck down, while in attendance on an officer, about midnight on Saturday, by an alarming rigor, accompanied with most agonizing pains in the back and lower limbs, was conveyed to the hospital on Sunday morning, and died on Wednesday night. The disease in nine cases out of ten was mild, rarely confining the patient more than a week, and in the worst cases running its fatal career in four or five days. The surgeon of the French frigate was a melancholy instance of the latter; a young man of full habit and high health, who, on Monday morning, was in the enjoyment of his usual health, and on Saturday we followed his corpse to its burial place in a strange and foreign land.

A French frigate and brig were lying in the bay, in both of which vessels the epidemic made its appearance. The medical officers, inexperienced in yellow fever, adopted a simple saline treatment, the inefficiency of which, in its results, when compared with the strong depletory measures used by Dr. Hulse

at the naval hospital, induced the French commodore to request of Commodore Dallas the use of the naval hospital and the benefit of the experience of Dr. Hulse, which of course was granted. It was the exposure, resulting from the superintendence of this movement, which caused the death of their senior surgeon. Confiding implicitly in the belief of the atmospheric causes of the epidemic, they proceeded to the Havana in the midst of it, and I believe lost but a single man after leaving Pensacola, it being healthy in the Havana at that time.

The prophylactic measures during the epidemic were plain. They consisted in avoiding carefully much exposure to the sun; in having your sleeping apartments well guarded against any vicissitudes which might happen during the night; in avoiding excesses in eating and drinking, and in keeping the bowels soluble; these means, if placed in a situation to be attended to strictly, would, in all probability, confer an immunity from the epidemic, or if not that much, would materially modify the attack. The treatment adopted in this fever was altogether and decidedly antiphlogistic. It was never necessary to employ blood-letting more than once; that was a decided one in the onset of the disease. Calomel as a purgative we found an invaluable agent; and its continuance in small doses, merely to keep up the action on the bowels, without any view to its specific action, was decidedly beneficial. The local means were all directed to the stomach, to stay the peculiar tendency of its inflammation. Ice was probably the most efficient as well as the most gratifying remedy to the patient, and the administration of calomel never interfered with its liberal use.

In most cases, the calm and unclouded state of the mental faculties, even while the doomed patient was ejecting from his stomach in copious volumes the unerring evidences of approaching death, was remarkable.

The type of the fever varied as the epidemic declined. It appeared gradually to rise, attain its maximum, and then decline; and the treatment varied accordingly, but only in the more mild use of the antiphlogistic means. After the first decided frost the yellow fever disappeared as suddenly as its first appearance, and the men were then affected with simple intermittent, incident to the change of the seasons. The convalescence in most cases was rapid and sure. In some few, however, the attack laid the foundation of chronic diseases of the liver and stomach. About the latter part of November the crew were all removed aboard, and it was with some apprehension on the part of those gentlemen who believed the exciting cause of the fever to be more local than general, that we got under way from Pensacola and proceeded to Norfolk. Nothing of any moment, however, happened on the passage.

THE U. S. ARMY.—The improved appearance of the soldiers of the U. S. army is a subject of general remark. Necessity, four years ago, compelled the enlistment of foreigners; this is now discontinued. The class of young native Americans who now fill the ranks have greatly improved the appearance of the troops.—*New York American*.

Foreign Miscellany.

THE "HINDOSTAN" STEAM-SHIP.—This steamer, it will be remembered, left Southampton on the 24th September for Calcutta. She arrived at Madras on the 20th of December, having, including delays at the various intermediate ports of call, made the passage in 87 days. The time she was under steam was under 50 days, leaving 27 for stoppages and delays. She averaged 200 miles per day. She had 110 passengers to the Mauritius, and landed 25 at Point de Galla, Ceylon. The *Hindustan* proceeded on to Calcutta, whence she was to sail on the 14th of January for Suez. Captain Moresby, the commander, gives the following account of her performance on the voyage from England to India: "This vessel is uncommonly easy in a head sea and contrary winds; she then shows off her power and good qualities to advantage; she neither rolls nor pitches much, steers well, and is easily managed in turning; sail when set does not increase her speed much, beyond what full power of steam will give her; it has one advantage—sail when set, the vessel requires less steam, therefore a saving of fuel. With a beam swell she seldom rolls at all; when steaming head to sea and wind, is very dry on deck, and does not take in water forward—instance the voyage from Ascension to the Cape of Good Hope against a strong southeast head wind, she averaged against wind and current 190 miles per day. The northeast monsoon from Ceylon (Point de Galla) to Madras has been strong with a head sea against her and a current of 22 to 24 miles per day against her: yet she has made the distance in three days one hour."

THE "GREAT BRITAIN."—At a meeting of the proprietors, held last month, the directors reported that the *Great Britain* is in a very forward state. The frame and hull are complete. The whole of the upper decks, as well as the decks of the fore-castle, fore-cabins, and after-cabins, are laid and caulked; nearly the whole of the state-rooms, and other joiner's work, is finished. The forehold, afterhold, and iron coal decks before the boilers and abaft the engines are nearly finished. The boilers and funnel are fixed in their places, as are the cylinders, condensers, air-pumps, and other weighty parts of the engines. To add to her strength and diminish the apprehension of fire, the decks and partitions of the body of the ship occupied by the engines, &c., will be fitted up in iron. Nearly all the masts and spars are made, and should nothing unforeseen arise, she may be floated out within three months. [The directors take good care that the public shall be kept in ignorance of their proceedings as much as possible; for they will not allow any one to inspect the vessel or their works at Bristol, without an order signed by two directors, and a contribution of five shillings towards the sick fund of the workmen. Whoever heard of such a demand? Government allow the public freely to view all the works that are going forward in the public docks, and most of our first engineers will permit any respectable person to visit their works without such an extortionate demand. Lately a professional gentleman applied at the works

for admission, and obtained an order from the managing director for his admittance, but was told by the porter that he must first pay five shillings for his admittance, which he very properly declined to pay, and consequently left in disgust without seeing the vessel.—*Editor Civil Engineer and Architect's Journal.*]

THE LARGEST STEAM-FRIGATE IN THE NAVY.—The Lords Commissioners of the Admiralty last year approved of a plan submitted by Mr. Oliver Lang, master-shipwright of the Woolwich dock-yard, of a steam-frigate on a far larger scale of dimensions and power than any hitherto constructed, and ordered her to be built at Woolwich, and named the *Terrible*. It is now contemplated that this splendid steam-frigate shall be built at Deptford dock-yard on the same slip from which the *Worcester* 50 gun ship will shortly be launched. She is to be of the following dimensions:

	Ft.	in.
Length between perpendiculars, .	226	0
Keel for tonnage,	196	10½
Breadth extreme,	42	0
Depth in hold,	27	0
Burden in tons,	1847	

She is to be supplied with Maudslay and Field's patent double cylinder marine engines of 800 h. p. The cylinders will be 72 inches in diameter, and the erection of the engines alone has been contracted for at the cost, including the boilers, of the large sum of £40,250. The engine-room will be of the following splendid dimensions: 75 ft. long, 38 ft. broad, and 27 ft. deep; and the weight of the engines and requisite gear connected with them will be upwards of 500 tons. The diameter of the paddle-wheels is to be 34 ft. by 13 ft. in breadth. The coal-boxes will contain 800 tons of coals; and altogether this great vessel will far exceed in length and other important points the largest ship-of-the-line ever constructed in this country.—*Times.*

NEW STEAMER.—During the last month, a new steam-vessel, fitted with a single engine of 30 horse power, has made several trips up and down the river. She has been built for the Waterman's Steam Packet Company, by Mr. David Napier, of Millwall, whose two fast boats, the *Eclipse* and the *Isle of Thanet*, excited great attention on the Ramsgate and Margate station last year. The hull of the new vessel is formed of iron, and has a false bottom, which forms a condenser. The steam passes into the condenser, and cold water under and over it. The machinery occupies a very small space, and the consumption of fuel does not exceed a ton and a half per day. With these very small means, Mr. Napier has succeeded in obtaining an extraordinary speed. Her ordinary speed with the tide is stated to be 18 miles an hour; but she is said to have actually proceeded down the river with the ebb tide at the rate of nineteen or twenty miles an hour. In one of her recent trips she performed the distance from London Bridge to Greenwich Hospital, exactly five miles in sixteen minutes, and on the following afternoon the same distance was effected in one minute less. She is to

be called *Waterman No. 9*, and is intended to ply between the Adelphi pier and Woolwich.

IRON SHIPS.—THE IRON QUEEN.—We find that iron as a material for ship-building is fast gaining ground. For steamers iron has become a favorite for some time past, and there is not now one wooden steamer building at this port, while we observe that there are two iron ones of the first class nearly completed, and we understand that contracts are made for the building of three more. We are also now satisfied that the only objection to sailing vessels of iron—namely, the getting foul during a foreign voyage—is completely removed. This is proved by the result of two voyages by the *Iron Queen*. This bark, of three hundred and fifty tons registered, left the river Tyne in February 1842, with four hundred and twenty-four tons of coals for Havana, whence she went to Mobile for a cargo of cotton for this port. She has now completed another voyage, from this port to Galveston, in Texas, carrying three hundred tons of coals out, and a full cargo of cotton home. She had been in the graving dock, where she was visited by many persons, and she is found not to have strained a single rivet, although she struck heavily on Galveston bar. There is no appearance of corrosion, the red lead being fresh on the plates, and neither shells, barnacles, nor any foulness was on her bottom. This desirable result is caused by the single application of a compound of tallow, bright varnish, arsenic, and brimstone, which effectually destroys marine vegetable and animal substances.—*Liverpool Albion*.

STEAM PROPELLER ADVENTURE.—This Canadian propeller, now in port, is, both from her build and improved paddle-wheel or screw, worthy of the attention of our citizens. It is something new to see the British flag flying in this port, but we hope to see it often, if the vessels bearing it should come upon the same peaceful errand with that of the *Adventure*. This steamer will, it is most likely, run between Toronto and Montreal. She has probably attained a speed as yet unequalled, we believe, upon the lakes by any other propellers. It was calculated that she would average eight miles per hour. She has however, run between nine and ten miles to the hour, and this under, it is thought, not the most favorable circumstances.—*Chicago Express*.

THE LATEST COMET.—A new comet has been discovered in Europe by the aid of a telescope. It was first seen, we believe, by one of M. Arago's assistants, in Paris. On the 10th ult. it was seen by Dr. South, in London. The following notice of it by that gentleman, is copied from the *London Times*:

OBSERVATORY, KENSINGTON, May 11, 3 A. M.

SIR: At seventeen hours twenty-one minutes, sidereal time, of May 10, I got a glimpse of the telescopic comet; its right ascension was about twenty-two hours, two minutes, and twenty-nine seconds, and its north declination about twenty-five degrees, fifteen minutes, thirty seconds; but it was seen with so much difficulty with my five feet equatorial, that the observations must be regarded with suspicion.

J. SOUTH.

NOVEL STEAMER.—A steamer used in navigating the river Rhone, in France, is furnished with a large cast iron wheel, armed with strong teeth, which is so elevated or depressed as to touch the bed of the river—and when set in motion by the engine, it grapples with the bottom, and thus materially assists the power of the paddle-wheels in stemming the current.

ANNUAL COST OF A PRIVATE SOLDIER IN ENGLAND. The daily pay of a private soldier (foot) is 1s., with 1d. for beer. The daily pay of a life-guardsman is 1s. 11½d., and the annual cost is £74 4s. 11d. per man, beside horse and allowances, or £1 8s. 6d. per week. Dragoons, £56 11s. 5d. per annum, or £1 1s. 9d. per week. Foot-guards, £34 6s., or 13s. 2d. per week; infantry, £31 per annum, or 11s. 10d. per week. A regiment of horse soldiers, of about 360 men and officers, costs about £25,000 per annum. The wages of seamen in the royal navy are £2 12s. per month, or 13s. per week; and £1 12s. or 8s. per week more are allowed for their provision.

PORTSMOUTH DOCK-YARD.—The Hon. Cap. Corry, one of the Lords of the Admiralty, and Captain Brandreth, of the Royal Engineers, the Civil Engineer to the Admiralty, have visited this dock yard during the last month upon official business. It is understood that one of the objects they had in view was to ascertain the most eligible position at the north part of the yard to make a basin for steam-vessels of the largest class, as the Commissioners of the Admiralty have it in contemplation to make this port, as well as Woolwich, a rendezvous for the equipment of steamers. A site has been selected which it is considered will answer the purpose.

We find the following in the *Journal de la Somme*: "An English nobleman, a short time ago, went to visit the convent of monks of La Trappe, at Piquigny, in this department. He was attended by the Abbé, who pointed out to him the several monks with whose history any interest was connected. Coming up to one of them he said: 'You see here, my lord, an unfortunate soldier, who, having been overcome with fear at the battle of Waterloo, deserted the field, and ashamed at having thus lost his honor, came and buried himself in our order.' At this apostrophe, the ascetic became enraged with pride and indignation; his eyes flamed with fire, and his features were convulsed; but, recovering himself, he kissed the cross he wore, fell on his knees before the Abbé, and then retired, pale and resigned, without uttering a word. The nobleman, affected by this painful scene, asked the Abbé how he could treat an unfortunate and repentant man so harshly? 'I did it,' replied the Abbé, 'to prove to your lordship the empire that religion may gain over the mind of man. This brother was one of the bravest officers of the army, and on the field of Waterloo performed prodigies of valor. You saw the mental agony my false accusation produced; but, at the same time, you became witness of his self-government, resignation, and humility.'"

Domestic Miscellany.**ENLISTMENT OF ALIENS.**

OPINION OF HON. BRISCOE G. BALDWIN.

United States, }
 vs. } IN THE COURT OF APPEALS OF VA.
 Cottingham. } Richmond, Feb., 1843.

"The error in the argument of the appellee's council consists in treating the enlistment in question merely as a contract, and as subject exclusively to the principles affecting the validity of contracts. A contract it undoubtedly is, in a certain sense, inasmuch as it is an engagement between the parties for a service to be rendered by one of them, in consideration of a compensation to be yielded therefor by the other. But it wants one of the usual requisites of contracts, a reciprocal obligation in regard to the subject-matter. On the one hand, the recruit is bound to serve during the full term of his enlistment; but on the other, the Government is not bound to continue him in service for a single day, but may dismiss him at the very first moment, or at any subsequent period, whether with or without cause for so doing. It has, moreover, a feature not to be found in most contracts, namely, a power in one of the parties to compel specific performance from the other by the exercise of physical force. If the soldier desert, he may be recaptured and coerced to the discharge of his duty by corporeal restraint and punishment. These important traits of the engagement result not so much from the specific terms of the compact, as from the relation in which it places the parties towards each other; a relation of authority and control on the one side, and of obedience and submission on the other. It resembles in some respects the relation of master and servant, of the strictest kind, between individuals, to wit, the condition of apprenticeship, or other indented servitude. And having regard to the circumstance that the Government is one of the parties, it bears, perhaps, a still closer resemblance to the relation arising out of an appointment to a post or place under the civil administration, though, from the nature of the service, involving a sterner and more despotic supremacy. In fact, the enlistment is an appointment by the Government of an individual to the lowest grade of military service, differing only from the commission to an officer, by the inferior rank, emolument, and duties, and the incapacity to retire by voluntary resignation. It is commonly founded in compact, but not necessarily so; for the Government, as the administrative sovereign of the country, has an unquestionable right, in certain emergencies, to call the inhabitants capable of bearing arms into its military service, and by some equitable rule to select from the whole number those best adapted to the purpose, and this without regard to their consent.

Now, it cannot be doubted that the Government, like an individual, in regard to appointment to its service, may prescribe the requisite qualifications, and insist upon or waive them in its discretion; and that the person appointed or selected has no right to relieve himself from his engagement by objecting his

own want of qualification. And so it is equally clear, as the act may be done through the instrumentality of an agent, that if he should transcend or neglect the instructions of his principal in regard to qualification, the latter is not obliged to repudiate the transaction, but may sanction and confirm it without the concurrence of the other party to the engagement.

Let us now inquire how far these principles are applicable to the case before us—and this must depend upon the legislation of Congress on the subject. The question may be considered as arising in the construction of the act of Congress of the 16th of March, 1802, fixing the military peace establishment of the United States; for though there has been subsequent legislation on the subject, it has no material bearing upon the present case. The provisions of the 11th and 12th sections of that act are as follows:

"SEC. 11. That the commissioned officers who shall be employed in the recruiting service to keep up by voluntary enlistment the corps as aforesaid, shall be entitled to receive for every effective, able-bodied citizen of the United States who shall be enlisted by him for the term of five years, and mustered, of at least five feet six inches high, and between the ages of eighteen and thirty-five years, the sum of two dollars: *Provided, nevertheless,* That this regulation, so far as respects the height and age of the recruit, shall not extend to musicians, or to those soldiers who may re-enlist into the service: *And provided, also,* That no person under the age of twenty-one years shall be enlisted by any officer, or held in the service of the United States, without the consent of his parent, guardian, or master first had and obtained, if any he have; and if any officer shall enlist any person contrary to the true intent and meaning of this act, for every such offence he shall forfeit and pay the amount of the bounty and clothing which the person so recruited may have received from the public, to be deducted out of the pay and emoluments of such officer.

"SEC. 12. That there shall be allowed and paid to each effective, able-bodied citizen, recruited as aforesaid, to serve for the term of five years, a bounty of twelve dollars; but the payment of six dollars of the said bounty shall be deferred until he shall be mustered and have joined the corps in which he is to serve."

These provisions, it will be seen, had a four-fold object: 1. To keep up the peace establishment of the army by voluntary enlistment. 2. To encourage recruiting by a premium to the recruiting officer, and a bounty to the recruit. 3. To procure for the Government recruits best adapted to the service, and protect it against inadequate selections. 4. To protect minors from their own improvident engagements. The protection to the Government was afforded by the legislative instructions to the recruiting officer, and punishment for disobedience. The protection to the minor was extended in like manner, and still more effectually, by requiring the consent of his parent, guardian, or master. No protection was furnished or contemplated for the adult recruit. None whatever was requisite or proper. His *want of qualification is best known to himself*, and his entering the

service is a fraud upon both the Government and its agent, if the defect be unknown to the latter; and if known, then it is an act of collusion with him to deceive and injure the principal. His conduct, instead of entitling him to protection, ought to subject him to punishment; and accordingly, in the British recruiting service, by stat. 10, Geo. 4, c. 6, s. 34, 7 Bac. Ab. 379, title, soldiers, letter A, he is justly exposed to very severe penalties.

It will be seen that the qualifications prescribed by this act of Congress for the regulation of the recruiting officer, are, 1. That the recruit shall be effective and able-bodied. 2. That he shall be a citizen of the United States. 3. That he shall be at least five feet six inches high. 4. That he shall be between the ages of eighteen and thirty-five years. These requisites were obviously designed for the benefit of the Government, and in order to obtain recruits best fitted for the service. They are all placed on the same footing, without discrimination; all based upon the idea of qualification alone; all embraced in the same mandate, and all enforced by the same penalty. It is impossible to distinguish between the want of citizenship and the want of any other qualification; and if a recruit be entitled to his discharge because he is an alien, he would be equally entitled to it because only five feet five inches and eleven-twelfths in height, or thirty-five years and one day old.*

There is no better rule of interpretation than this, that "no statute shall be construed in such manner as to be inconvenient or against reason." If a recruit were to claim exoneration from the service on the ground that at the time of his enlistment he was under size, or under age, or infirm in body, would it not be a sufficient answer that the Government, in its discretion, waived the objection because he has since attained the requisite height or age, or had recovered, or would probably recover, from his disease; or because he possessed qualities which would more than compensate for his alleged deficiencies? And so, if the plea be that of alienage, it is not enough to say that, though constrained to the admission that the native born or naturalized citizen must be supposed to possess greater valor and higher intelligence, and more approved fidelity than a mere stranger, yet there may be exceptions to the general rule; and that in the particular case, the petitioner is a gallant and disciplined soldier, whose oath of fidelity when he took the bounty, and his long residence and connections and interests in the country, furnish sufficient security for the faithful discharge of his duties.

The law in no part of it is founded upon a supposed disability of the recruit to bind himself by his compact of enlistment. No such disability is recognized by the act even in regard to minors, but a mere protection granted to the immaturity of intellect, by requiring the consent of the parent, guardian, or master. Without that qualified exemption, boys of any age would be subject to enlistment in the army, as they are in the navy, not only without, but against the consent of their natural or legal protectors; for the national sovereignty, in the exercise of its con-

stitutional powers, may overrule the municipal laws of the States in relation to the incapacity of infants. (United States vs. Bainbridge, 1 Mason's Rep. 71.) An alien has no right, founded upon any principle, either of municipal or international law, to claim exemption from the consequences of his own voluntary engagement, whether for military or any other service. No one supposes that he labors under a disability in this respect; for though by such a stipulation he may by possibility involve himself in difficulties in regard to his allegiance to his native sovereign, that is a matter for his own consideration, and cannot affect the validity of his new obligation. If any authority were necessary for so self-evident a proposition, it would be found not only in the practice of employing foreign mercenaries, which has prevailed amongst civilized nations in all ages, but in the doctrine as laid down by the most approved writers. (Vattel's Law of Nations, p. 363; 1 Chit. Black. 370.)

The rules by which the courts refuse to enforce contracts that are contrary to law, have no application to a case like this; for the contract of enlistment, if to be so called, is not obligatory upon the Government under any circumstances, and cannot, as has been shown, be the less obligatory upon the recruit, because he does not possess the requisite qualifications. The act of Congress does not in that event declare the enlistment to be void, or exclude the recruit from the service, but merely subjects the recruiting officer to punishment for his disregard of the legislative instructions. That the legal prohibition amounts to nothing more than this, is obvious from the consideration that the penalty is founded exclusively upon the actual misconduct of the officer, for though its letter is broad, its spirit surely would not reach beyond the case of wilful disobedience or culpable negligence; and such is the practical interpretation given to it by the War Department. (Army Regulations of 1841, pp. 126, 127.)

Now, it would be a new principle to establish, that the misconduct of a public officer in the performance of an official act shall avoid the transaction, against the consent of the party aggrieved, and for the sole benefit of another party in no wise prejudiced; and it would be still more strange, if the act prohibited to the officer has been procured without his connivance or default by the fraud of the party complaining.

In what has been said, I have regarded the law of Congress as designed to regulate the recruiting service, with a view to the qualifications of recruits, and not as dictated by such weighty considerations as a fear of the public safety or a jealousy of Executive power. If, in the legislative mind, the republic would be endangered by the foreign nativity, or the infirmity, or the debility of enlisted soldiers, a policy so grave would have been marked by decisive enactments, and not exhausted in petty penalties upon a subaltern officer. It is, moreover, remarkable, in reference to the unnaturalized inhabitants, that, by a fluctuating legislation, the policy of employing them has varied, not according to the hazard, but the utility of their military services; for the authority to enlist them has been given to the recruiting officer

* The qualification as to height has been since abolished. Acts of Congress of 1838, p. 105.

in times of greatest peril, and withheld in those of greatest security. Thus, by the acts of 1802, 1808, and 1815, he is directed to enlist able-bodied citizens; but by the acts of 1811, 1812, 1813, 1814, the direction is to enlist able-bodied men. (2 Story, Laws U. S., pp. 832, 1089, 1510, 1205, 1285, 1433.) And in another branch of the public defence, of not less importance and deeper solicitude to the nation, aliens are habitually and lawfully employed on that perilous field of her glory, where the treacherous mercenary may find fit allies in the treacherous winds and waves. The act of Congress of the 3d of March, 1813, "for the regulation of seamen on board the public and private vessels of the United States," (2 Story, Laws U. S., p. 1302,) throws light upon the present subject in two points of view; for, in the first place, it expressly declares that, after the termination of the then existing war with Great Britain, the employment of aliens on board all such vessels shall be unlawful, and adopts the most decisive and vigorous measures, both precautionary and vindictory, to prevent it; and then provides that the provisions of the act shall have no operation with respect to the subjects of any foreign nations which shall not, by treaty or special convention with the Government of the United States, have prohibited on board of her public or private vessels the employment of native citizens of the United States. This act thus indicated on the one hand, that where a policy of utter and unqualified exclusion from the service exists, it is not left by Congress to a vague, indirect, and doubtful implication; and on the other, that such a policy is never dictated by a puerile jealousy or a petty apprehension of danger. A case like the present may, I think, be safely left to Executive discretion, in the discharge of the constitutional duty to take care that the laws be faithfully executed; inasmuch as the exercise of that discretion, in the one way or the other, can be no encroachment upon the legislative power; for as the War Department may dismiss a recruit without cause shown, so it is no good cause for his dismissal that he has practised an imposition upon the Government in regard to his qualification. This construction of the statute is, I think, in the true spirit of the law, while the opposite would *open the door widely to the vilest frauds upon the public service*. It is proper, however, to say, in justice to the petitioner, that the record of this case furnishes no evidence of his having practised a fraud upon the recruiting officer.

I have considered the case as standing upon the footing of an original enlistment, inasmuch as it does not appear from the record that the petitioner's re-enlistment was into the company or regiment to which he belonged at or about that time. If such were the fact, there could not be even a plausible objection on his part to the validity of his engagement, because the acts of Congress of the 2d of March, 1833, and the 5th of July, 1838, give a bounty to "every able-bodied non-commissioned officer, musician, or private soldier, who may re-enlist into his company or regiment within two months before, or one month after, the expiration of his term of service," thus dispensing with all other qualifications.

(Sess. acts of Congress of 1833, S. 3, p. 72, and of 1838, S. 29, p. 105.)

Whether the irregularity of re-enlisting into a different company or regiment would affect the question of qualification, I deem it unnecessary to consider; my impression is, that it would not. However that may be, these acts serve to confirm the conviction, that in the legislation of Congress on this subject, citizenship has never been regarded in any other light than as a mere qualification.

I am of opinion that the judgment of the circuit court ought to be reversed, and the appellee remanded to the service.

MORE OF THE HABEAS CORPUS.—Yesterday morning one of the crew of the U. S. ship Independence, named George C. Boonton, who enlisted in June, 1840, and who was in double irons on board that vessel for striking an officer, was brought before the Recorder, and his discharge claimed on the ground that his term of service had expired. It appeared that his term of enlistment had expired on the 7th instant; but two or three days previous he had struck one of the officers, for which he was put in irons, and it was intended to take him to Norfolk for trial before the court martial sitting there. Upon a hearing of the case, the Recorder decided that as the offence was committed while he was regularly enlisted in the United States service, he must abide by the consequences of his folly. He was accordingly remanded, but had hardly reached the ship when a second writ was taken out, returnable at 4 P. M. before the same functionary; and this time he claimed to be discharged on the ground that he was illegally enlisted, being a minor when he signed the articles, and having done so without the consent of his parents. This was abundantly proved, and the Recorder ordered him to be discharged on that ground, deciding that the striking his superior officer was, by his being illegally enlisted, nothing more than a mere assault and battery committed by a civilian, who was amenable to our laws.—*N. Y. Courier*.

IMPORTANT DECISION.—United States *vs.* William P. Zantzinger and others. These were suits on a purser's bond, which occupied the circuit court for a fortnight, and were decided yesterday. The Government claimed \$8,881 72, and an account of offsets was pleaded in bar, amounting to \$16,879 19. The verdict of the jury was for the Government in the sum of \$8,253 32, with interest from May 31, 1843.

Several important questions were decided by the court during the trial; among which were:

1st. That a purser in office and under bond, when the act of Congress of March 1, 1817, was passed, failing to give the new bond required by that law, is put out of office by force of the law, without any express removal by the President.

2d. That a purser is not entitled to commissions on the disbursements of public money, made in the discharge of the ordinary and appropriate duties of his office.

Exceptions were taken in order to carry the case to the Supreme Court.—*Madisonian*, June 16.

From the New York Journal of Commerce.

THE CASE OF COMM'R MACKENZIE.

On the 15th April, we stated that "we had learned from an undoubted source that although the decision of the court martial in Captain Mackenzie's case was technically in favor of acquittal, a majority of the members, viz: seven out of twelve, were of opinion that the charges, or some of them, had been proved."

Captain Mackenzie, considering this publication not only injurious, but believing it incorrect in point of fact, commenced a prosecution against us for libel; his counsel stating that they had no vindictive feeling to gratify, and no wish for pecuniary satisfaction.

We were as desirous as Captain Mackenzie to ascertain the truth of the case, and for that purpose arrangements were made to expedite the taking of testimony.

We publish below the result of the examination of Captain McKeever, one of the members of the court. It proves that our information was erroneous, the vote of the court being nine in Captain Mackenzie's favor, to three against him; and on the first charge the three last voting with a very material qualification.

Commodore Downes' testimony has also been taken. It agrees substantially with that of Captain McKeever, upon the three charges.

Under these circumstances, we take great pleasure in publishing the testimony. The facts having been ascertained, it has been deemed by all the parties unnecessary to prosecute the investigation further, and the suit is now discontinued.

SUPREME COURT. }	ALEX. SLIDELL MACKENZIE, vs. DAVID HALE ET AL.
---------------------	--

An order having been made in this cause, on the 22d day of May last, to examine Isaac McKeever, Esq., a Captain in the navy of the United States, as a witness *de bene esse* on the part of the plaintiff, a summons was issued in pursuance of such order, and both the said order and the said summons being made returnable before his Honor William Kent, Circuit Judge, on Wednesday, the 24th day of May, the parties by their counsel, as well as the said witness, attended before the circuit judge, at the time aforesaid. And the said witness thereupon asking for an adjournment to advise upon his duty in the premises, the said examination was adjourned to Tuesday the 30th day of May, at half past six o'clock, P. M., at the residence of the said circuit judge. At which last mentioned time and place the parties, by their counsel, as well as the said witness, attended before the circuit judge, and the plaintiff's counsel then put the following question, the witness being first sworn in the cause:

First. What is your name, age, and profession or occupation? Do you know the parties in this suit, or either of them, and whom?

The witness answered, reserving his right to object to the course of proceeding, or to any question that might subsequently be put.

Answer. Isaac McKeever, age forty-eight, captain in the navy of the United States. I know the plaintiff. I do not know either of the defendants.

Second. Were you a member of the court martial convened at Brooklyn in or about the month of February, in the year one thousand eight hundred and forty-three, for the trial of Commander Alexander Slidell Mackenzie, and did you act in that capacity? Were you present on the twenty-eighth day of March, 1843, or thereabouts, when the said court martial came to a decision upon the matters submitted to them?

Answer. I was a member of such court martial. I was present at the time referred to.

Third. How many members of the court were present, and what were their names.

Answer. Twelve: Captains Downes, Read, Bolton, Sloat, Turner, Storer, myself, Page, Gwinn, Wyman, and Commanders Ogden and Shubrick.

Fourth. What was the vote of the said court upon the first charge, to wit: that alleging that the said Alexander Slidell Mackenzie had been guilty of murder on board a United States vessel on the high seas? It being intended hereby to inquire how many votes were given in the affirmative, that the said charge was proven; and how many in the negative, that the said charge was not proven. Please to state how you know the fact.

To this question the witness objected that he was not bound to answer, and insisted that by the terms of the 36th article of the act of Congress of the 23d of April, 1800, entitled "An act for the better government of the navy of the United States," he was precluded from giving evidence in this cause.

By the act in question, the following oath is administered to members of a naval court martial:

"I, A. B., do swear or affirm what I will truly try without prejudice or partiality the case now depending, according to the evidence which shall come before the court, the rules for the government of the navy and my own conscience, and that I will not by any means divulge or disclose the sentence of the court until it shall have been approved by the proper authority, nor will I at any time divulge or disclose the vote or opinion of any particular member of the court, unless required so to do before a court of justice in due course of law."

The witness referred to the statute, and submitted himself to the direction of the court.

After argument and advisement, the circuit judge decided that the witness was bound to answer, and in deciding the point, remarked, "that he had been unable to perceive any ground legally exempting the witness from answering this question. He was examined in due course of law, in a suit pending in the Supreme Court. Though a suggestion had been made that the suit before the court was an amicable one, nothing had appeared to distinguish it from ordinary cases, daily occurring before the same tribunal. The record was produced, showing an action for libel, regularly conducted, and in which the parties were represented by their respective attorneys, and in the present examination opposing counsel appeared to conduct the investigation. There was nothing in the nature of the suit, and nothing appearing to the court, or of which it could take notice, to authorize the judge to interfere and impede the usual course of

examination. If then the present was a legal suit on a *prima facie* cause of action, and rightfully pending in the Supreme Court, and if the witness was examined on a point relevant to the issue joined, the judge said he could find nothing in the oath which Captain McKeever had taken as a member of a court martial, nor could he discover any other legal reason, which authorized the court in excusing him from answering the question. The examination was conducted in pursuance of the provisions of the revised statute directing the testimony of witnesses about to depart from the State, to be taken before a judge out of court. Captain McKeever was in command of the United States ship Independence, now lying in the port of New York, liable to leave the State in a few hours, and although no time was fixed for the departure of the ship, the witness admitted that the vessel, and himself as her captain, might be ordered to sea on any day, and that the vessel was now ready to go to sea; that Commodore Stewart, the commander of the squadron, was expected to arrive and assume the command this evening; and witness says he is liable to be ordered to sea at any moment. The question proposed did not require the witness to divulge the vote or opinion of any particular member of the court, and if it did, the exception in the oath of the member of a naval court martial seems to remove every legal objection to the answer. It was conceded that the sentence had been approved by the proper authority. With every disposition, the judge remarked, to protect the rights and to respect the scruples and delicacy of the members of the court, he was unable to discover any ground on which he could excuse the witness from answering the interrogatory.

The witness then answered to the fourth question as follows: I have kept no notes; I answer from memory merely. On the first charge nine members voted that the charge was not proven; three voted that it was proven in the second degree—by this I understood them to intend that the act was proven, but without malice.

Fifth. What was the vote of the said court upon the second charge, to wit: that alleging that the said Alexander Slidell Mackenzie had been guilty of oppression? and specifying that that oppression consisted in hanging Philip Spencer, Elisha Small, and Samuel Cromwell. It being intended hereby to inquire how many votes were given in the affirmative, that the said charge was proven, and how many in the negative, that the said charge was not proven. Please to state how you know the fact.

Answer. I answer from memory. On the second charge, nine members voted that the charge was not proven; three voted that it was proven.

Sixth. What was the vote of the said court upon the third charge, to wit: that alleging that the said Alexander Slidell Mackenzie had been guilty of inflicting illegal punishment, and specifying that such illegal punishment consisted in hanging Philip Spencer, Elisha Small, and Samuel Cromwell? It being hereby intended to inquire how many votes were given in the affirmative, that the said charge was proven, and how many in the negative, that the said

charge was not proven. Please to state how you know the fact.

Answer. I answer from memory. Nine members voted that the charge was not proven, three that the charge was proven. It is possible that on this charge eight voted that the charge was not proven, and four that it was proven. But my strong impression is, that on all the charges the vote stood nine for not proven, three for proven.

If there were four who voted that this charge was proven, one of the four also voted that the act was justified by necessity.

I. McKEEVER.

Cross-examined by the counsel for the defendants.

Q. How was the vote of the several members taken?

A. Viva voce.

Q. Was it audibly pronounced by each in your hearing as it was given?

A. It was.

Q. Are you entirely sure that as to the first charge the vote stood nine to three?

A. Yes, I am.

I. McKEEVER.

Sworn before me, this 5th day of June, 1843.

WM. KENT, *Circuit Judge.*

U. S. SCHOONER GRAMPUS.—The following correspondence, which we find in the Charleston Courier, extinguishes almost the last ray of hope for the safety of the *Grampus*. It has been made public only in consequence of the general interest felt in the fate of this unfortunate vessel and her gallant officers and crew:

CHARLESTON, June 3, 1843.

SIR: On the 11th March last, my son, Passed Midshipman I. Stockton Keith You, was permitted to pay us a short visit of two days from on board the United States schooner Grampus, which was at that time cruising off our bar. My son left us on Monday night, the 13th, in a pilot boat, and returned on board the Grampus. He told us when he left us that we might expect to hear from him from Norfolk, about the 10th of April, but we have not been favored with a letter from him since he left Charleston. Reports are in circulation that great fears are entertained for the safety of said vessel. It will be a great relief to myself and family if we could learn any thing about her destination.

I am, with great respect, &c.,

JOHN C. YOU.

Hon. A. P. URSHUR, *Secretary of the Navy.*

NAVY DEPARTMENT, June 6, 1843.

SIR: Your letter of the 3d instant contains the latest authentic information that has reached the Department from the United States schooner Grampus. No letter has been received from Lieutenant Downes since he sailed from the Chesapeake in February.

I am, respectfully, your obedient servant,

A. THO. SMITH.

Acting Secretary of the Navy.

JOHN C. YOU, Esq., *Charleston, S. C.*

From the Baltimore American.

U. S. FLYING ARTILLERY.—Perhaps the most prominent object of attraction at the late military encampment at Frederick was the splendid corps of light artillery under the command of Major RINGGOLD. The extraordinary degree of perfection to which this corps has been brought, in the precision and wonderful celerity of its drill and manœuvres, is well known to our citizens, and the impressions made upon the admiring spectators at Frederick appear to have been as strong and favorable as they have been elsewhere. The editor of the Virginia Free Press, who was present, thus speaks on the subject:

The Frederick Encampment.—The great attraction of the encampment and the field, the "observed of all observers," was the company of U. S. flying artillery, from Fort McHenry, commanded by Major Samuel Ringgold, aided by his accomplished Lieutenants Churchill, Tompkins, and Wise. It may not be out of place here to say, that Major Ringgold is a son of the late Gen. Samuel Ringgold, of Washington, (Md.,) who was for many years the representative of his district in Congress.

But we set out to notice the parades of this corps. To say that the sword exercises was as perfect as practice could make them, would perhaps be saying all that is necessary. Every body was gratified, and that is enough. When mounted, then was manifested the approbation of thousands. But when careered over the field, with eighty-four high-mettled steeds, conveying their cannon and ammunition wagons from point to point with a celerity and regularity hitherto unknown to plain "country folks," the shout of admiration burst forth from every tongue.

When the order was given to take post at an opposite point, the sound of the bugle put each charger up to his mettle, and in an instant the field was traversed, the guns were separated from the fore wheels, eight rounds were fired, the parts were re-united, and the horses remounted by the gunners, (five to each piece) all in the space of a single minute of time! The last feat, however, was pronounced the best. The cannons were taken from their carriages, the wheels from their axles, and the men were quietly seated upon them, as if at rest. The order being given, and the bugle sounded, every thing was re-joined and refitted, and each of the four guns fired off, in forty-seven seconds!

We learn from the Frederick Examiner that at a general meeting of the officers and members of volunteer companies, held at the encampment on the 9th instant, the following preamble and resolutions were adopted:

Whereas, it is understood that by the act of Congress passed at the session of 1842, to reduce the regular army, the ratio of reduction has had the effect of diminishing the number of privates in the companies of light artillery to such a degree as materially to impair their efficiency for actual service; and, whereas, we, the citizen soldiers assembled at "Camp Frederick," regard it as the more incumbent on the General Government to preserve and sustain this arm of national defence by reason of its singular

energy and the long training and discipline necessary to enable it to operate with effect—now, therefore,

Resolved, That we consider the light artillery as an important arm of the national defence.

Resolved, That the exhibition of its powers and capacity as manifested by the exercises of the admirably drilled and disciplined corps under the command of Major Samuel Ringgold, U. S. A., strongly recommended it to the favorable consideration of Congress.

Resolved, That we do unanimously and earnestly urge upon Congress the duty of increasing the number of privates in the companies of the light artillery now established by law so as to remove the embarrassment they at present labor under from a deficiency in the number of men.

Resolved, That the above resolutions be signed and published, and that a copy thereof be communicated to the President of the United States, with a request that he will press the subject of which they treat upon the favorable consideration of Congress.

Resolved, That a copy thereof be also transmitted to the Secretary of War, and another to the Commander-in-Chief of the United States army.

JAMES M. COALE, *Chairman.*

CHAS. MAGILL, *Ass't Chairm'n.*

THOMAS G. HARRIS, *Secretary.*

SLOOP-OF-WAR.—The keel of a sloop-of-war is laid at the navy-yard in Charlestown, and the vessel will probably be completed without any unnecessary delay. She will be constructed according to the plan and under the direction of Samuel Pook, the naval constructor on this station, and will be of the largest class, about a thousand tons burden, and rating twenty guns, but carrying from twenty-four to twenty-six.

This is undoubtedly the most valuable and efficient class of vessels in the service. They are corvettes, with powerful batteries, good quarters, comfortable accommodations for officers and crew, and (or ought to be) first-rate sailers. We rejoice also to learn, that a heavy sloop-of-war is to be constructed at each of the large naval stations, according to models furnished by the constructors at each of those stations. We hope that neither the chief naval constructor nor the heads of bureaus will interfere in the building of these ships, but that each constructor will be encouraged to carry into execution his own plan; and we do not doubt that among them we shall find at least one that will unite all the desirable qualities in a sloop-of-war, and will serve as a model for vessels of that class in future.

With regard to the inferior class of sloops-of-war, such as the Yorktown, Preble, Decatur, Dale, and Marion, it is to be regretted that any money was ever expended in their construction; it is absolutely thrown away. They are unfit for cruising, and of little service for carrying despatches, and uncomfortable vessels in every respect. Commodore Jones, in a letter to the Secretary of the Navy, dated on board the frigate United States, at sea, September 12, 1842, alluding to the Dale and Yorktown, on the Pacific station, pronounces them "contemptible little

humbugs;" and in another letter, dated August 31, 1842, he says:

"The introduction of third class sloops-of-war, like the Dale and Yorktown, mounting only sixteen guns, into our navy, at this time, is the strangest idea that ever entered the head of naval men. France and England are getting rid of every sloop in their navies that does not mount twenty-two 32-pbunders, including at least two Paixhan guns, while our Navy Commissioners are wasting the public treasury by building third class sloops, fit for nothing but to disgrace our naval character, and to swell the list of captures made by our enemies. On this station, at this very moment, England has one, and France two, *new* sloops, mounting each twenty-six guns; and England is now cutting down many of her 32-gun frigates, and converting them into sloops mounting twenty-six medium 32-pbunders. One of them, the 'Curacoa,' has just been relieved by the 'Carysfort,' on this station."—*Boston Mercantile Journal*.

HORRIBLE DESTITUTION.—We find the following from Mahon, (Balearic Islands,) April 21, in the *Gazette des Tribunaux*:

"This morning our port presented a sad and strange spectacle. All the poor of the town (and they form nearly a third of the entire population) were assembled at break of day. The greater number blocked up the quay of customs, while others were swimming in the basin of the port, or were moving about in boats, of which they had taken forcible possession. Towards eight o'clock the squadron of the United States, which had been here for a fortnight, and particularly two transports belonging to it, threw into the sea an immense quantity of old biscuit. The poor who were swimming and in boats picked them up, and some of them, so great was their hunger, ate them at the time, although saturated with sea water. Soon afterwards the commandant of the fort came up with a considerable force, and compelled the poor to retire to the interior of the town, which they did, uttering imprecations against the director of the customs. The cause of this scene was as follows: The American squadron having to renew its provision of biscuit, the commandant proposed to the municipality to offer it as a gift to the indigent. The offer was accepted, and the director of the customs was applied to for permission to land the stale biscuit free of duty. This was refused, and the commandant of the squadron, wishing to clear out his biscuit this morning, threw it into the sea, as has been stated. It was truly painful to see persons of all ages and of both sexes struggling in the water to catch a mouldy biscuit, and devouring it at once."

SUB-MARINE BOMB.—Professor Grant made a splendid failure yesterday afternoon, in attempting to blow up the hull of the *Susquehannah*, moored in the river opposite Gretna, by means of his sub-marine explosive bomb. Between fifteen and twenty thousand persons were present. The cause of the failure, we understand, was the breaking of one of the connecting wires by the force of the current. The experiment will be attempted again very soon.—*New Orleans Bee*, June 19.

Maximum variation of the needle, 1° 35' 31" 8, at 12 o'clock, June 15, 1843.
Minimum, " 1° 24' 51" 8, at 8 o'clock, June 14, 1843.
Mean variation for the week, 1° 30' 53" 78.

Maximum variation of the needle, at noon June 24, 1° 37' 40"
Minimum, " 1° 24' 04"
Mean variation for the week, 1° 30' 33"

HYDROGRAPHICAL OFFICE. WEATHER JOURNAL FOR THE WEEK ENDING SATURDAY, JUNE 17, 1843.

DAYS.	Barometer.	THERMOMETERS.					WEATHER.	WIND.	FORCE.	Rain, inches.
		Attach.	Sun.	Rad.	Shade.	W. Bulb.				
Monday, 18th, Do.	3 A. M. 30.198 3 P. M. 30.248 Do. 30.142	73° 5'	50°	51°	50° 5'	33°	Nimbi.	Calin.	Calin.	.24
Tuesday, 19th, Do.	3 A. M. 30.142 3 P. M. 30.142 Do. 30.142	72°	57	58	74	62	Cumulus.	Calin.	Calin.	
Wednesday, 20th, Do.	3 A. M. 30.142 3 P. M. 30.142 Do. 30.142	75	57	58	74	62	Cumulus.	Calin.	Calin.	
Thursday, 21st, Do.	3 A. M. 30.142 3 P. M. 30.142 Do. 30.142	76	57	58	74	62	Cumulus.	Calin.	Calin.	
Friday, 22d, Do.	3 A. M. 30.142 3 P. M. 30.142 Do. 30.142	76	57	58	74	62	Cumulus.	Calin.	Calin.	
Saturday, 23d, Do.	3 A. M. 30.142 3 P. M. 30.142 Do. 30.142	76	57	58	74	62	Cumulus.	Calin.	Calin.	
Sunday, 24th, Do.	3 A. M. 30.142 3 P. M. 30.142 Do. 30.142	76	57	58	74	62	Cumulus.	Calin.	Calin.	

HYDROGRAPHICAL OFFICE. WEATHER JOURNAL FOR THE WEEK ENDING SATURDAY, JUNE 24, 1843.

DAYS.	Barometer.	THERMOMETERS.					WEATHER.	WIND.	FORCE.	Rain, inches.
		Attach.	Sun.	Rad.	Shade.	W. Bulb.				
Monday, 19th, Do.	3 A. M. 30.258 3 P. M. 30.320 Do. 30.320	69°	50°	53°	56°	47°	Clear.	Calin.	Calin.	
Tuesday, 20th, Do.	3 A. M. 30.320 3 P. M. 30.320 Do. 30.320	71°	46	48	55	50	Clear.	Calin.	Calin.	
Wednesday, 21st, Do.	3 A. M. 30.413 3 P. M. 30.386 Do. 30.386	73	47	49	57	58	Clear.	Calin.	Calin.	
Thursday, 22d, Do.	3 A. M. 30.413 3 P. M. 30.386 Do. 30.386	73	47	49	57	58	Clear.	Calin.	Calin.	
Friday, 23d, Do.	3 A. M. 30.413 3 P. M. 30.386 Do. 30.386	73	47	49	57	58	Clear.	Calin.	Calin.	
Saturday, 24th, Do.	3 A. M. 30.413 3 P. M. 30.386 Do. 30.386	73	47	49	57	58	Clear.	Calin.	Calin.	
Sunday, 25th, Do.	3 A. M. 30.413 3 P. M. 30.386 Do. 30.386	73	47	49	57	58	Clear.	Calin.	Calin.	

WASHINGTON.

THURSDAY, JUNE 29, 1843.

A GALVANIZED STEAMER.

Besides the sloop-of-war that has been ordered to be built at the Washington navy-yard, we understand preparations are making also for building an iron man-of-war steamer. She is to be galvanized. We have not understood what is to be her size—*small* though, we hope. This business of steam men-of-war is new, and our true policy with regard to it is contained, in the Spanish *refran*, *poco a poco, señores*. In the building of the Mississippi and Missouri, we have overshot the mark; precisely as we did in laying down the keels of so many 74s just after the war. There was the Independence 74. She performed one short cruise, we think it was; and to be of any service had to be razed down to a frigate. There is the Washington, 74; she has been once to the Mediterranean and back, and she has now to be broken up as not worth repairing. There is the Franklin, 74; she has been one cruise to the Pacific, and a short time in the Mediterranean. She is hogged, and is now about to be sent round to Boston, (*if the New Yorkers will let her, for they have been making great efforts to retain her there,*) to be cut down into a frigate. Then there is the Columbus, 74; she has also performed but one or two cruises, in a life-time of twenty odd years, and will, when she returns, perhaps, never perform another as a ship-of-the-line. There's the magnificent 120 gun ship, the Pennsylvania, rotting at her anchors; and we have heard doubts expressed as to whether she would even now be seaworthy; at all events, it is a question which in all probability will never be put to the test, unless we should have war very speedily. The Ohio has been in the water for twenty odd years, and has been one cruise. The Delaware is now abroad, and the North Carolina is at New York. Besides these, there are on the stocks, where they have been kept since the war-fever for 74s subsided, the Alabama, the Vermont, the Virginia, and the New York. Any two of these could have performed twice the service that has been required of them all put together. And so far, we have been quite as unfortunate with steamers. The old Fulton got as far once, we believe, as Sandy Hook; she put back, and laid at the navy-yard wharf for years, until she was accidentally blown up. Her modern namesake is an egregious failure, is not seaworthy, and will never repay the navy or the country for the consumption of one day's fuel. The Mississippi has proved too expensive, and has shown the country that "it costs more than it comes to," by a long shot, to keep her at sea; therefore, she has been put out of commission

and laid up. The Missouri, after the same order, has been made the subject of the most silly experiments. She also will teach a similar lesson—that large steamers, like large ships, are not the thing. We have no colonies abroad at which we can found naval stations, and erect depots and magazines for the safety in war of our man-of-war steamers on the other side of the globe. If we have them never so large, they must always turn homeward for fuel in war. This being the case, we want small ones rather than large. The cost and expense of the Mississippi and Missouri would build and keep in commission some ten or a dozen small ones, of three or four hundred tons each. In peace, each one of these would answer all our purposes quite as well as the largest; and in war, all of them together would be much more efficient and desirable than the two large ones. But in expressing our preference for small steamers over large ones, we wish distinctly to put in a *caveat* against those who have been tinkering with the Missouri having any thing to do with hull, engines, boilers, furnaces, or smoke-pipes of the one about to be built. Being of iron, too, it is an experiment; therefore, we repeat, *poco a poco, caballeros*. Do not let the navy be bled to death with experiments. Let her be of the smallest class of war-steamers, so if there should be a failure about her, or any great mistake, or any room for improvement, or any new discoveries which may injure her usefulness or render her unserviceable, let the loss fall lightly, where losses have been so frequent and so heavy—as Jack would say, "ease them off handsomely." Economy is the word now. It is the only thing, and that, too, of the most rigid kind, that can save the navy. As good citizens, as friends of the navy, we go for it; and whatever is at variance with it—henceforth, whatever is wasteful or extravagant in naval expenditures, it shall be our highest duty to expose and rebuke.

THE PRESIDENT of the United States, the Secretary of the Treasury, and the Secretary of the Navy, arrived in Washington on Saturday last at noon. Their return was hastened by the sudden and lamented death of Mr. LEGARE. Judge UPSHUR has been appointed Secretary of State *ad interim*, and it is probable will retain that important office permanently. Mr. HENSHAW, of Boston, is spoken of as his successor.

The Norfolk Beacon of Tuesday last states that the naval court martial sitting on board the U. S. ship Pennsylvania, has got through with all the cases before it.

The keel of the sloop-of-war ordered to be built at Brooklyn was laid on Thursday last.

BUREAU OF MEDICINE AND SURGERY.—

Several papers have announced the removal of Dr. BARTON from the office of Chief of the Bureau of Medicine and Surgery. We cannot learn that any such removal has taken place. Dr. BARTON has been on a visit to his family in Philadelphia, and has now returned to Washington.

Notice has been given that a Convention of the officers of the Army and Navy and others interested in the promotion of Christianity in the several branches of public service was to have been held in New York yesterday. General SCOTT was expected to preside.

THE BRAZILS.

The Empire of the Brazil is girded round by nature with water, and, having the Amazon and Paraguay for a vast portion of its frontier, is, in all senses, a peninsula. It possesses, indeed, all the elements, but capital and population, necessary to convert it, by the construction of canals, into a magnificent island, eight or nine thousand miles in circumference. The Government itself is become fully sensible that maritime predominance should be the object of its policy; and has made a beginning, by fixing upon Villa Maria, at the confluence of the Jauree and Paraguay, as the nursery of its naval and military power. At this spot several small ships-of-war have already been constructed; its vicinity abounds in timber; the waters of the Paraguay are navigable at all seasons of the year as low down as the walls of the fortress of Coimbra and the other fortified points on the lower branch of that stream. Nature has also opened a fine line of water-communication as high up as San Paulo, which will, at no distant day, be secured against the wandering savages on its right bank, by the aid of war steamers. The Brazil is, indeed, replete with naval resources; the surface affords inexhaustible supplies of timber, and beneath it, as inexhaustible mines of iron; the southern districts present a broad expanse of soil, peculiarly adapted for the cultivation of flax and hemp; the coal-districts are extensive; and charcoal, sulphur, and saltpetre rank among its native productions. The day will come when resources such as these will no longer lay dormant; they are deficient only in pine-timber, the Araucan fir being the only wood of this species which it produces; but the country is rich in soils, fitted for the transplanting and rearing of any kind of the pine family which may admit of being turned to the best account.

The naval department of the Empire is efficiently organised; and there is no lack of officers, the latest list giving their numbers at 275. These are constituted of a Vice-Admiral, 2 Commandants of Squadrons, 6 of Divisions, 12 Captains of ships-of-the-line, 22 of frigates, 61 Captain-Lieutenants, and 113 Superior, and 58 Sub-Lieutenants. The Marine-Artillery, when at its complement, musters 1,202 men; but at present 486 only are employed. The seamen form 8 companies, of 760 each; they are trained to the firing of guns, and to land as well as naval exer-

cise, and are taught reading, writing, and arithmetic. The present marine consists of 98 vessels, among which are 1 ship-of-the-line, 2 frigates, and 4 sloops, carrying 476 guns and 3,546 men. The ship-of-the-line has been used as a Naval Academy for some time past, and is stationed at Rio, where the "Cam-pista," one of the frigates is employed for marine exercises. There are lying in ordinary 5 frigates, 3 sloops, 1 barque, 2 brigs, 1 schooner, &c., many of which, however, are unfit for service. A large frigate, sloop, and brig are on the stocks. The guns used are on the old model, and require to be replaced throughout by pieces of modern construction. The Government has determined to abstain from building ships-of-the-line, considering a fleet of steam vessels to be far more eligible for a country possessing so vast an extent of coast and inland navigation. The arsenals require much greater extension, and the system of labor needs to be radically reformed; for it is all done by the hand, and therefore deficient in cheapness, power, and capability. The yearly expenditure on the navy is 597,317,000 rics, or about £350,000.—*United Service Magazine*.

ACADEMY OF SCIENCES, PARIS, APRIL 10.

DIRECTION OF THE TAILS OF COMETS. LETTER FROM M. E. BIOT TO M. ARAGO.

"The first mention of the direction of the tails of comets in a sense opposed to the sun, is generally attributed to the German astronomer Apian, who lived about the middle of the sixteenth century; but, from the following passage extracted from the annals of the dynasty of Thang, which lasted in China from the year 618 to 907 of our era, it appears to me to belong to the Chinese astronomers.

"In the section describing the heavens, connected with the annals of this dynasty, (Thang-se, of the Royal Library,) the description of a comet observed on the 22d March, 837, and the following days, is terminated by these words: '*In general, when a comet (literally a brush) appears in the morning, then it is directed towards the west; when it appears in the evening, it is directed towards the east.*' This is

"The term *brush*, by which the comet is here designated, is the most ordinary Chinese name. It relates evidently to the tail, whilst the nucleus is called *Ti*, the body, and which is spoken of separately.

"The passage which I have just cited, and the entire description of the comet observed in 837, are contained in the researches respecting ancient apparitions of Halley's comet, which I had the honor to present to the Bureau of Longitude some months ago."

M. Arago remarked on the above interesting communication: "The curious information obtained from the annals of China, by M. Biot, will, beyond doubt, take its place in the history of astronomy hereafter; but it can never efface the observations of Apian. That astronomer did not bound himself by saying only that the tail of a comet situated to the east of the sun was invariably directed towards the east after parting from the nucleus, and that the tail of a comet to the west was to the west, but he declared that the axis of the tail prolonged passed through the sun."

AN INTERESTING GROUP.—The Boston Courier publishes the following as a correct list of the venerable Revolutionary soldiers who attended the celebration of the 17th, with their ages respectively:

Phineas Johnson, the oldest patriot present, aged -	97	Thomas Stanwood, -	80
Jonathan Harrington, -	95	Ephraim Marsh, -	76
Alpheus Bigelow, -	85	Peter McIntosh, -	85
Levi Harrington, -	83	William Wiggin, -	79
Robert Andrews, -	91	Jacob Elliott, -	81
Elijah Dresser, -	93	John Palmer, -	78
Josiah Cleveland, -	89	Daniel Usher, -	77
Jesse Smith, -	88	Hugh Moore, -	79
Philip Bagley, -	88	John Clement, -	81
Needham Maynard, -	88	N. Shaw, -	79
Roger Plalsted, -	87	Josiah Fletcher, -	84
Enos Reynolds, -	87	Nathan Fisk, -	80
Joseph Stephens, -	86	Benjamin Robbins, -	77
Nehemiah Porter, -	85	John Scott, -	79
James Harvey, -	83	Jonathan Bourne, -	76
Josiah Hobbs, -	81	John H. Seawards, -	84
Josiah King, -	81	Seth Thomas, -	89
William Morse, -	81	Elisha Scott, -	85
Jared Wilson, -	82	Samuel Woodruff, -	83
Jacob Merrill, -	84	Nathaniel B. Leonard, -	82
John Howard, -	88	Samuel Morgan, -	79
Abram Wheelwright, -	86	Joseph Jenkins, -	82
Thomas Farisbto, -	82	Obadiah Albree, -	79
Josiah Haskell, -	84	Sylvester Dana, -	74
Abijah Dresser, -	92	John Taylor, -	85
Edmund Nason, -	87	Joseph Jewett, -	82
John McClintock, -	82	Nathaniel Sherman, -	78
James Small, -	86	Joseph Smith, -	90
Thomas Trask, -	83	Nich. Van Rensselaer, -	88
John T. Dodge, -	80	Matthew Gregory, -	85
Samuel Smith, -	84	Nehemiah Porter, -	85
Elisha D. Williams, -	85	Azariah Fuller, -	80
Samuel Downing, -	76	Joseph Young, -	81
William Emerson, -	83	Joseph Sylvester, -	79
Abijah Harrington, -	82	Oliver Johnnot, -	83
John Ely, -	85	William Bliss, -	84
Rufus Kingsley, -	80	Joshua Reed, -	81
Samuel Lord, -	84	Nehemiah Holden, -	79
Adams Wheelock, -	80	Thomas Robbins, -	82
H. Bicknell, -	81	William Makepeace, -	80
Ephraim Hunt, -	80	Levi Morse, -	81
John Shoals, -	84	Mark Greene, -	81
Eben Choate, -	78	George Fishley, -	83
Daniel Holden, -	79	Samuel Young, -	87
Josiah Gorham, -	83	Joseph Eveleth, -	87
Chandler Russell, -	79	Bradbyll Livermore, -	79
Simeon Draper, -	79	Ebenezer Tappan, -	82
Ebenezer Storer, -	85	Reuben Leighton, -	81
Josiah Harvey, -	78	B. Kremington, -	84
Benjamin Sullivan, -	82	Nathaniel Berry, -	87
John Cheney, -	80	Daniel Ross, -	86
Luther Carey, -	82	Joseph Kilpatrick, -	80
Levi Robinson, -	89	Abram Rose, -	84
		Alexander Black, -	82

Total number present, 107.

The first four of these gentlemen were combatants at Lexington and Concord; Mr. Johnson was also at Bunker Hill, and the next eleven likewise belonged to the troops who so gallantly held the slight and temporary redoubt against the regular forces of Britain. The others took part in some one or more engagements during the revolution. Captain Josiah Cleaveland, above mentioned, was not only at Bunker Hill, but in the battles at Harlem Heights, White Plains, Trenton, Princeton, Monmouth, and Yorktown, at the capture of Cornwallis. He entered as a volunteer under Colonel Putnam, and was afterwards in Sullivan's brigade. He was born in Canterbury,

Connecticut, December 3, 1753, and now resides in Tioga county, New York. He performed a journey of over four hundred miles to attend this celebration.

A SUBLIME SCENE.

A citizen of Erie, Pennsylvania, writing to the Erie Observer, thus describes a scene which he witnessed on Lake Erie on Sunday morning, between 10 and 11 o'clock:

"The line of the horizon upon the water was as distinctly marked as the boundaries upon a map, without an intervening object in view beyond the land upon this shore. Yet, at an apparent elevation above the horizon of nearly two degrees to its water-line, a ship appeared in full and perfect view—hull, masts, and rigging all in order, and moving majestically through the heavens. At an elevation somewhat higher (say two and a half degrees above the horizon) appeared a faint outline, which, from its shape, was supposed to be Long Point, distant about thirty-five miles, and consequently requiring an elevation above the water-level here of nearly seven hundred feet to be seen without the aid of refraction. Between the horizon and the vessel, as well as for several degrees above her, the appearance was that of a sky clear of clouds, but dimly obscured by a light mist.

"I have several times before now seen Long Point from this shore much more distinctly than on the present occasion; but it was then accompanied by a continued appearance of the water to its very beach. The singularity of the present case is, that the water disappeared beyond the horizon, while the opaque objects alone were refracted, giving them the appearance of being suspended in mid-air. A 'mirage' like that of the Arabian desert is often seen in our western wilds, but it is very seldom that the refraction of our atmosphere brings to view such scenes as the above. In other climates, where refraction accompanies reflection, several views of the same objects have been seen in the sky, so that upon the top of one would appear its counterpart with the apex reversed."

GREAT TELESCOPE.—Messrs. H. M. Paine & Co., at South Leicester, inform us that they are now engaged on a reflecting telescope, whose focal length measures forty feet, diameter of the speculum twenty-five inches. It will be completed in August next, and is said to be the largest in the world. It is entirely of American manufacture, the lenses being ground by themselves, and all the work done on their premises. We will simply ask those interested, whether the fund recently raised for the purchase of a telescope and other astronomical instruments for Harvard University, is intended to encourage American enterprise, or is it to be a tribute acknowledging the superior skill of European opticians?—*Massachusetts Spy*.

THE SUB-MARINE TELESCOPE, invented by Mrs. Mather, of Brooklyn, has received the unqualified approbation of several officers of the navy. At the next session of Congress it will undoubtedly be adopted for the U. S. navy.—*Exchange paper*.

ARMY.

GENERAL }
ORDERS, }
No. 39. } **WAR DEPARTMENT,**
ADJUTANT GENERAL'S OFFICE,
Washington, June 24, 1843.

The following order received from the War Department announces to the army the melancholy intelligence of the death of the distinguished HUGH SWINTON LEGARE, Attorney General, and Secretary of State *ad interim*, of the United States:

"WAR DEPARTMENT, June 24, 1843.

"The President of the United States directs that, as a mark of respect to the memory of the Hon. HUGH SWINTON LEGARE, Attorney General, and Secretary of State *ad interim*, of the United States, who died at Boston, Massachusetts, on the 20th instant, appropriate military honors be paid throughout the army.

"SAMUEL HUMES PORTER,
"Acting Secretary of War."

The officers of the army, in common with their fellow-citizens, deeply regret this national loss; but the bright example of the statesman in the path of honor and distinction still remains equally for the emulation of the virtuous civilian and soldier.

In obedience to the commands of the President, funeral honors will be paid to the memory of the deceased at the several military posts of the army. Guns will be fired every half hour, and the national flag be displayed at *half staff*, from sunrise to sunset, on the next day after the receipt of this order.

The usual badge of mourning will be worn on the left arm and on the hilt of the sword for six months.

By order: R. JONES, *Adjutant General*.

7TH INFANTRY.—The troops now stationed at the barracks below the city, with the exception of a small detachment left to guard the public property, will proceed to-morrow to Pass Christian, where they will remain in camp during the sickly season. Five officers and ninety-six non-commissioned officers and privates compose the force—Captain Moore, in command.—*New Orleans Picayune*, June 28.

NAVY.**GENERAL ORDER.**

NAVY DEPARTMENT, June 23, 1843.

The Honorable HUGH SWINTON LEGARE, Attorney General, and Secretary of State *ad interim*, of the United States, having departed this life at Boston on the 20th instant, as a mark of respect for the eminent talents, the distinguished public services, and the exemplary life of the deceased, the President has directed that the following ceremonies be observed on the day after the receipt of this order, at all navy-yards and navy-stations, and on board every vessel of war of the United States navy in commission:

The flag to be hoisted at half mast from sunrise until sunset.

Seventeen minute guns to be fired, commencing at noon.

All officers of the Navy and Marine Corps to wear crape on the left arm for thirty days.

A. THO. SMITH,
Acting Secretary of the Navy.

ORDERS.

- June.
20—Lieut. A. L. Baldwin, order to brig *Bainbridge* revoked.
Midshipmen A. J. Drake, C. M. Morris, and B. M. Westcott, ship *Independence*, New York.
Mid. Geo. P. Welsh, sloop *Levant*, Norfolk.
Mid. Clark H. Wells, Sloop *Levant*, Norfolk.
21—P. Ass't Surgeon R. Woodworth, naval hospital, Pensacola.
P. Mid. Win. B. Muse, rendezvous, Norfolk.
23—Capt. J. Percival, order to command of the *Franklin* suspended till further orders.
Mid. J. Wilkinson, receiving-ship, Norfolk.
24—Master Thos. Goin, detached from rendezvous New York, and leave four months.
Mid. J. G. Strain, order to the *Macedonian* revoked.
26—Lt. C. G. Hunter, leave one year, with permission to remain in Europe.
Lieut. G. M. Hooe, order to the *Macedonian* revoked, and leave two months.
Mid. Henry Ashton, sch'r *On-ka-hy-e*, Norfolk.
27—Mas. Mate Wm. H. Burns, navy-yard, Phila.
Mid. C. W. Hays, schooner *On-ka-hy-e*.
P. Mid. J. B. Randolph, detached from Depot of Charts, and leave one month.

APPOINTMENT.

- June.
23—C. Eversfield, Assistant Surgeon.

Naval Intelligence.**U. S. VESSELS OF WAR REPORTED.**

NEW ORLEANS, June 16.—The U. S. sloop-of-war *Ontario*, which has been lying some time in our port as a receiving-ship, will sail to-morrow evening for Norfolk. During the stay of the *Ontario* among us, the gallant commander and officers have elicited the respect and esteem of the community by their courteous and unassuming demeanor.—*Bee*.

Brig *Oregon*, Lt. Com. L. M. Powell, sailed from Pensacola, on Tuesday, 6th instant, on a survey of the coast.

Steamer *Union*, Lt. Comm'd't Hunter, left Philadelphia, on Wednesday, 21st inst., for Norfolk, where she arrived on Saturday last.

HOME SQUADRON.—Ship *Falmouth*, Comm'r McIntosh, arrived at Port au Prince, May 31, and sailed June 3, on a cruise south side of Cuba; arrived at Tybee, below Savannah, on the 17th, bound to New York. Officers and crew all well.

The following is a list of her officers:

Commander, James McIntosh.
Lieutenants, J. Colhoun, J. P. McKinstry, C. Green, and S. J. Shipley, acting.
Acting Master, Mid. J. H. Moore.
Purser, S. Ramsey.
Surgeon, John A. Lockwood.
Assistant Surgeon, L. J. Williams.
Prof. of Mathematics, W. S. Fox.
Midshipmen, E. Renshaw, G. E. Morgan, J. M. Kell, T. J. Miller, S. P. Griffin, J. G. Whitaker, and F. Kellogg.

Acting Boatswain, J. Featherson.
Gunner, P. W. Richardson,
Sailmaker, John Peed.

List of officers of the U. S. brig *Bainbridge*, which sailed from Hampton Roads on Thursday, June 22:

Lt. Comm'd'g, Zach. F. Johnston.
Lieutenants, J. W. Revere, Chas. Thomas.
Acting Master, G. W. Grant.
Purser, G. H. White.
Assistant Surgeon, Joseph Beale.
Midshipmen, R. W. Shufeldt, E. S. Stiles, R. J. D. Price, J. E. DeHaven.
Captain's Clerk, Wm. Laird, jr.

Brig *Dolphin* was towed down the river from New Orleans on the 10th inst., on her way to Pensacola, where she arrived on the 15th, and was to sail about the 25th for Norfolk direct.

Schooner *Boxer*, Lt. Com. Bullus, arrived at Key West, on the 18th inst., from Matanzas; all well; to sail next day for the Bahama Islands.

MEDITERRANEAN SQUADRON.—Ship *Delaware*, 74, Captain C. S. McCauley, arrived at

Frigate *Congress* was at Leghorn, May 23, all well. The following is a list of her officers:

Philip F. Voorhees, Esq., Captain.

Lieutenants, Robert L. Browning, Thornton A. Jenkins, Richard Bache, David D. Porter, William Ronckendorff, acting.

Acting Master, Benjamin S. Gantt.

Surgeon, Thomas L. Smith.

Purser, Benjamin J. Cahoon.

Marines, 1st Lieutenant, Benjamin E. Brooke; 2nd Lieutenant, John C. Grayson.

Assistant Surgeon, Samuel Jackson.

Professor Mathematics, John Pierce, jr.

Passed Midshipman, William M. Caldwell.

Midshipmen, Edmund R. Colhoun, Robt. C. Rogers, John Q. A. Crawford, Edward Simpson, Edward Brinley, William H. Reily, A. W. Habersham, Thos. C. Eaton, William W. Holmes, David Porter McCorkle, Lohman P. Ashmead, Thomas Scott Fillebrown, Watson Smith, Stephen B. Luce, William G. Hoffman, Joseph L. Friend, John H. Upshur, William R. Mercer, Charles C. Bayard, John D. Langhorne.

Captain's Clerk, Francis H. Fleming.

Purser's Clerk, Henry B. Walker.

Ship *Marion*, Lt. Comm'd't Brent, left Hampton Roads on Thursday last, for Boston.

RECRUITS.—Upwards of one hundred recruits from Philadelphia and Baltimore principally for the U. S. frigate *Macedonian*, arrived at Norfolk, on Thursday the 24th inst. We learn that they are fine healthy looking fellows, and many of them first rate mechanics.—*Beacon*.

PASSENGERS.

ST. AUGUSTINE, June 10, per steamer *Col. Harney*, from Tampa Bay, Paymaster P. Muhlenberg, Major W. Seawell, Lieutenants Jos. Selden and C. Gates, all of the army.

June 14, per steamer *Gen. Taylor*, from Savannah, Lieutenants S. Van Vleet, — Smith, and J. Pope, of the army.

SAVANNAH, June 18, per steamer *Gen. Taylor*, from St. Augustine, Lieut. S. Van Vleet, of the army.

June 15, per steam-packet *Cincinnati*, from Pilatka, Dr. Van Buren, of the army, lady, and servant.

Marriages.

At Mahon, (Island of Minorca, on the 3d of May, by the Rev. Wm. G. JACKSON, GUSTAVUS HALL SCOTT, Lieut. U. S. navy, to JULIA P., daughter of Purser JOHN N. TODD, of the navy.

At Athens, Georgia, on the 8th inst., by the Rev. N. HOYT, D. D., Lieut. LEWIS S. CRAIG, U. S. army, to ELIZABETH, third daughter of the Rev. ALONZO CHURCH, D. D., President of the University of Georgia.

In Fauquier county, Va., on the 8th inst., by the Rev. PHILIP SLAUGHTER, JOSEPH TRAVIS ROSSER, of Petersburg, Va., to Miss MARY WALKER ARMISTEAD, daughter of General ARMISTEAD, U. S. army.

At Newark, N. J., on the 13th inst., Lieut. AUGUSTUS S. BALDWIN, of the U. S. navy, to ELIZABETH W. KINNEY.

In Boston, on the 14th inst., Mr. JOHN A. DICK-

ASON, Carpenter U. S. navy, to Miss JOANNA P., eldest daughter of Wm. D. BELL.

At St. Augustine, on the evening of the 15th inst., by the Rev. ALEXANDER McCLOKE, Captain JOHN T. SPRAGUE, U. S. army, A. D. C., to Miss MARY, daughter of General W. J. WORTH, U. S. army.

Deaths.

In Philadelphia, on the 15th inst., Mrs. CHARLOTTE H., aged 30, wife of Commander HENRY A. ADAMS, of the U. S. navy.

On Thursday, 22d inst., at Governor's Island, New York harbor, HELEN DE WITT, eldest daughter of Captain W. A. THORNTON, U. S. Ordnance Corps, aged six years and three months.

On the 8th inst., at the navy-yard, Pensacola, after an illness of a few hours, aged 13 months, MARY B., only daughter of Commander GEORGE N. HOLLINS, U. S. navy.

At Newport, R. I., Commander EDWARD S. JOHNSON, of the U. S. navy, in his 48th year.

At the navy-yard, Gosport, Va., on the 25th inst., HUGH MERCER, infant son of Dr. W. F. PATTON, U. S. navy, aged 4 months and 18 days.

FOR SALE AT THIS OFFICE.

SYNOPSIS OF THE CRUISE OF THE EXPLORING EXPEDITION, by its Commander, Lt. Charles Wilkes, with a chart, showing the tracks of the vessels.

BITUMEN: its varieties, properties, and uses, compiled from various sources, by Lieut. H. Wager Halleck, U. S. Corps of Engineers, under the direction of Col. J. G. Totten, Chief Engineer.

SUMMARY OF THE PRINCIPAL CHINESE TREATISES upon the culture of the Mulberry and the rearing of Silk Worms. Translated from the Chinese.

THE ELEMENTS AND PRACTICE OF RIGGING AND SEAMANSHIP. Illustrated with several hundred engravings. In two quarto volumes, of nearly three hundred pages each. London, 1794. One copy; complete, in good condition—price six dollars.

QUARTERLY ARMY AND NAVY REGISTERS.—The Army Register will be issued in February, May, August and November, of each year; and will contain, besides the usual matter in the official Register, the stations of each officer, the head quarters of each regiment, the garrisons of every post and arsenal, the names of military storekeepers, chaplains and sutlers, a list of cadets at the military academy, and such other information as may appear useful or desirable.

[One reason for issuing the Army Register on the above named months, is, that the August number will contain the list of graduates of the year, and their assignment to corps or regiments.]

The Navy Register, to be issued in January, April, July and October, will contain the matter usually found in the official Register, with the addition of the names of officers at the several yards and stations, including the civil establishments, and on board our vessels of war.

The price will be to subscribers for the series, one dollar a year for each; single copies 37 1-2 cents. B. HOMANS.

Jan. 12—tf

MILITARY AND NAVAL MAGAZINE for three years—from 1833 to 1836, six volumes—bound and unbound, for sale at a very reduced price, by

Jan. 19—tf

B. HOMANS.

ARMY AND NAVY CHRONICLE, for five years—from 1836 to 1840—ten volumes, half bound, and unbound; for sale, at \$12 50 per set, in sheets, or \$15 per set, bound. Any volume or number may be had separately.

Jan. 19—tf

B. HOMANS.

MILITARY LAWS OF THE U. S., Compiled by Col. T. Cross of the U. S. Army, full bound, \$2 50, in boards \$2 per copy. For sale.

Jan. 19—tf

B. HOMANS.

PRINTING of every description promptly and neatly executed at this office.